

AGENDA TITLE:

Approve Removal of Left-Turn Restriction on Lilac Street at Eilers Lane

MEETING DATE:

September 1, 2004

PREPARED BY:

Public Works Director

RECOMMENDED ACTION:

That the City Council review the attached petition and staff's comments and approve the removal of the left-turn restriction on Lilac Street at

Eilers Lane (Exhibit A).

BACKGROUND INFORMATION:

A petition (Exhibit B) has been submitted to the Public Works
Department signed by eighty-two residents requesting the left-turn
restriction on Lilac Street at Eilers Lane be removed. The petitioners
feel the turn restriction is not needed and affects the circulation of traffic

in the area. The following describes the history of the left-turn restriction and staff's recommendation.

Turn Restriction History

In July 1987, residents on Eilers Lane between Lilac Street and Lower Sacramento Road (north) petitioned City Council to close this portion of roadway to through traffic. The request was based on Eilers Lane residents' concern about added traffic volume, speeding, and safety of neighborhood children. Staff was directed by Council to review the request and provide a recommendation. The study results indicated that no unusual conditions justified closing the street. San Joaquin County also expressed concerns about closing this portion of Eilers Lane and the affect on traffic circulation in the area. Based on these factors, Council denied the request to close Eilers Lane to through traffic and directed staff to review left-turn restrictions from Lilac Street to Eilers Lane. Also, at the time, the County had plans to construct the Chestnut Street bridge at the Woodbridge Irrigation Canal, providing a direct link between Woodbridge and Lodi. In September 1987, Council approved the left-turn restriction on Lilac Street at Eilers Lane as an interim solution, until the construction of the Chestnut Street bridge.

In Spring 1989, the Chestnut Street bridge was completed, and as directed by Council, staff re-studied the Eilers Lane/Lilac Street intersection. The study results indicated that the left-turn restriction was not needed. Although traffic moved to Woodhaven Lane/Chestnut Street and volumes decreased on Lower Sacramento Road (north), Lilac Street, and Eilers Lane, Council took no action to remove the restriction due to concerns from Eilers Lane residents. Again, the Eiler's residents were concerned about the safety of neighborhood children, increasing traffic volumes, and speeding.

In October 1997, staff received a petition with thirty-four signatures and again reviewed the removal of the left-turn restriction. Council took no action to remove the restriction due to continuing opposition from some Eilers Lane residents.

Existing Conditions

Since the turn restriction removal was last reviewed, the residential subdivision, Woodhaven Park, located east of Woodhaven Lane, north of Eilers Lane and across from the old Woodbridge Middle School, has developed (Exhibit C). One of the primary concerns for the Lodi residents in Woodhaven Park is the safety of making left turns onto Woodhaven Lane from Inglewood Drive. It is also inconvenient for Woodhaven Park motorists traveling east to backtrack through Woodbridge onto County roads in order to travel into town. Over

APPROVED:

Janet S. Keeter, Interim City Manager

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Approve Removal of Left-Turn Restriction on Lilac Street at Eilers Lane September 1, 2004 Page 2

sixty percent of the signatures on the petition reside in the Woodhaven Park subdivision. In addition to inconveniencing residents, transit services such as Dial-A-Ride have experienced longer travel times and increased fuel consumption.

Exhibit C also shows the traffic volumes in the area before the Chestnut Street bridge was opened, after the bridge was opened, and recent volumes. As indicated, the opening of the Chestnut Street bridge significantly reduced the overall traffic on Eilers Lane and Lilac Street, while volumes on Woodhaven Lane/Chestnut Street increased. The increase was expected, since the roadway provides a direct route between Woodbridge and Lodi. When Woodbridge School was not in session, traffic counts were performed at the intersection to determine the amount of school-related traffic on Eilers Lane and Lilac Street. Currently, a private school with 60 to 80 children is using the facilities and accessing the school from Academy Street. The school is under construction and tentatively scheduled to reopen in two year as an elementary school. The results indicate Eilers Lane volumes are low, 740 vehicles per day (vpd), and will not increase substantially if the turn restriction is eliminated.

Discussion

Although everyone wants to reduce the traffic volume on their street, conditions in the area do not support the left-turn restriction at the Lilac Street and Eilers Lane intersection, especially since the Chestnut Street bridge construction. And with the residential development north of the intersection, more drivers living in the neighborhood are being inconvenienced by the restriction. To address the speed concerns and pedestrian safety, we will work closely with the Police Department to provide enforcement. A pedestrian and bicycle program is underway educating all the elementary and middle school children.

Traffic engineering practice warns against placing unreasonable restrictions on drivers, as it can encourage disobedience and reduces the effectiveness of restrictions at locations where they are needed. When unnecessary restrictions are placed, many drivers will disregard them, even those who would not normally disobey traffic laws.

Recommendation

Thirteen formal complaints and two petitions to remove the left-turn restriction have been received since the left-turn restriction was installed. There are a significant number of drivers opposed to the restriction based upon the growing number of requests to remove the left-turn restriction. No unusual conditions supporting the left-turn restriction are evident. Unreasonable restrictions on drivers lead to increased disobedience and impacts Police enforcement. Based on these factors, staff recommends that Council approve the removal of the left-turn restriction at the Lilac Street and Eilers Lane intersection. Staff will continue to monitor the area for any changes justifying further review.

FUNDING:

Removal of signs and pavement markings would be done within the Street Maintenance Budget at an approximate cost of \$250.

Richard **C**. Prima, Jr. Public Works Director

RCP/RSK/pmf

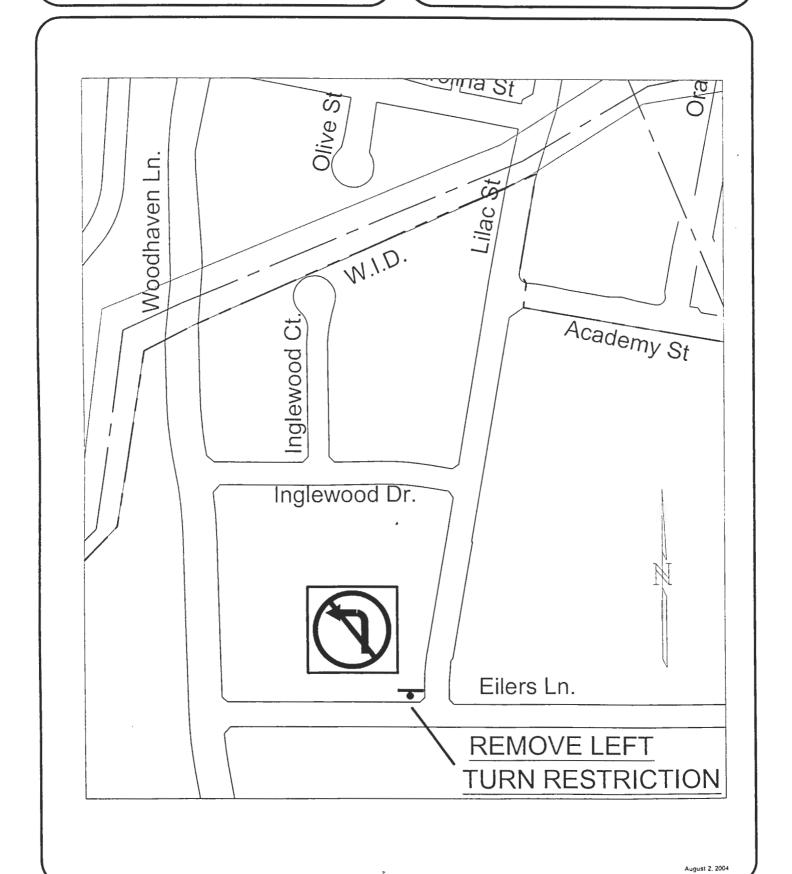
Attachments

cc: City Attorney Street Superintendent LUSD Facility Planning, Mamie Starr Police Chief Senior Traffic Engineer Concerned Citizens

City Engineer Eilers Lane Residents



Eilers Ln at Lilac St Removal of Left Turn Restriction







We, the homeowners and/or residents of the Inglewood subdivision area present this petition to the City of Lodi to request the removal of the "No Left Turn" sign at the corner of Lilac St. and Eilers Lane. The "Stop" sign may stay.

General concerns include, although are not limited to, the following:

If headed to Central Lodi from our area we must access streets going the opposite direction of our destination. In order to exit our area we must access either Lilac St. (headed north and then Academy St.) or Woodhaven (to the west of our area.) Regardless, either route involves making a left hand turn against traffic. Both streets are becoming busier, especially with the "proposed" home building on Woodhaven and current home building on Lilac St.

Woodbridge School traffic is also limited to our local surface streets.

Twice a day and more often if there are school functions, there is a congestion of traffic on Inglewood Drive. At times, exiting Inglewood Court can be prohibitive due to traffic congestion on Inglewood Drive. Attempting to exit some driveways on Inglewood Drive are also prohibitive at certain times of the day.

We believe Eilers Lane is a public street. There is not any safety issues that require there to be restrictive travel on this street. It is believed that the turn sign went up to restrict "school traffic." One should have expected this when one purchased a home directly adjacent to a school. The future of Woodbridge School maybe as yet undetermined, but let's be fair with the current residents of the Inglewood subdivision area.

Restrictive access to those who wish to travel east on Eilers Lane is a burden, adding extra mileage (check the gas prices) and fuel to vehicles. Extra time to go out of our way is also a factor. At this time only residents and owners are signing this petition. Our under "18" of age drivers, family, friends, and caretakers are not included. We are hoping for a positive resolution to this situation.

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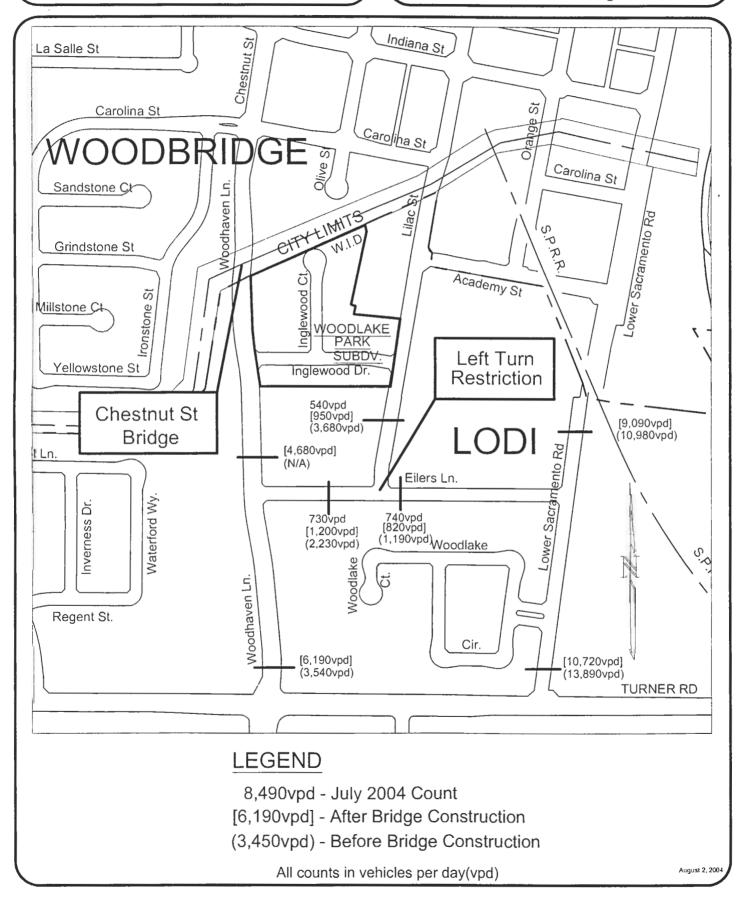


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Eilers Lane at Lilac Street Traffic Volumes & Area Map



CITY COUNCIL

LARRY D. HANSEN, Mayor JOHN BECKMAN Mayor Pro Tempore SUSAN HITCHCOCK EMILY HOWARD KEITH LAND

CITY OF LODI

PUBLIC WORKS DEPARTMENT

CITY HALL, 221 WEST PINE STREET
P.O. BOX 3006
LODI, CALIFORNIA 95241-1910
(209) 333-6706
FAX (209) 333-6710
EMAIL pwdept@lodi.gov
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August 26, 2004

JANET S. KEETER
Interim City Manager

SUSAN J. BLACKSTON City Clerk

D. STEVEN SCHWABAUER City Attorney

RICHARD C. PRIMA, JR.
Public Works Director

Ms. Mamie Starr LUSD Facility Planning 1305 E. Vine Street Lodi, CA 95240 **Concerned Citizens**

Eilers Lane Residents

Mailing Fist attached

SUBJECT: Approve Removal of Left-Turn Restriction on Lilac Street at Eilers Lane

Enclosed is a copy of background information on an item on the City Council agenda of Wednesday, September 1, 2004. The meeting will be held at 7 p.m. in the City Council Chamber, Carnegie Forum, 305 West Pine Street.

This item is on the regular calendar for Council discussion. You are welcome to attend.

If you wish to write to the City Council, please address your letter to City Council, City of Lodi, P. O. Box 3006, Lodi, California, 95241-1910. Be sure to allow time for the mail. Or, you may hand-deliver the letter to City Hall, 221 West Pine Street.

If you wish to address the Council at the Council Meeting, be sure to fill out a speaker's card (available at the Carnegie Forum immediately prior to the start of the meeting) and give it to the City Clerk. If you have any questions about communicating with the Council, please contact Susan Blackston, City Clerk, at 333-6702.

If you have any questions about the item itself, please call Rick Kiriu, Senior Engineering Technician – Traffic, at 333-6800, extension 2668.

Richard C. Prima, Jr.

Public Works Director

RCP/pmf

Enclosure

cc: City Clerk

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MANAGER
WOODLAKE PLACE
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LODI CA 95242

2401 EILERS LN APT 308

IDA MAE & KRISTI LOBB 2417 INGLEWOOD DR LODI CA 95242

LARRY & DONNA WRIGHT 2427 INGLEWOOD DR LODI CA 95242

filed 1-1 9-1-04 5. Hennecke

1) FRUSTRATIONS

- A. Short notice (4days to collect signatures & research).
- B. Downed sign Sun. night, called in Mon. A.M. still not repaired. (Usually repaired same day).
- C. Lack of police presence & enforcement of traffic laws.
- D. Difficulty turning south on Woodhaven from both Eilers & Inglewood.
- E. City Council directed staff to install a no left turn similar to Fairmont & Kettleman Ln., but it hasn't happened. (See Exhibit G).
- F. City Council directed staff to establish no parking zones on Woodhaven, but it hasn't happened. (See exhibit F).

2. HISTORY

- A. 13 former formal complaints & 2 former petitions all rejected by the City Council.
- B. Eilers Ln. residents have appeared in 1987, 1989, 1990, 1997 & now in 2004 to address these issues.
- C. In 1990 the Public Works Director recommended removal of all stop signs & the no left turn sign. Council members voted 5-0 to keep the signs in place. (See Exhibit A).
- D. City Council directed staff in 1993 to make the no left turn permanent, like the Fairmont/Kettleman Ln. installation, by a unanimous vote. (See exhibit F).

3. TRAFFIC STUDY (See exhibit B)

- A. Recent study done with school not in session.
- B. Previous study done with Woodbridge School as a middle school (7th & 8th grades). Older kids with many walking to school.

C. When Woodbridge School reopens as a grammar school, (K - 6th grades), younger children will be crossing the streets with most of them being driven & dropped off. Probably double the traffic.

D. Safety of the children & our neighborhood is our primary concern.

4. PUBLIC WORKS

A. We agree that it costs money & manpower to maintain the sign when it gets knocked down.

B. Maintenance would be minimal if the installation was done per Council direction.

5. STREET DESIGNATIONS & TRAFFIC FLOW (See exhibits C & D)

- A. East Eilers Ln. is designated as a standard residential street. Should be 25 mph speed limit. (Currently 30 mph).
- B. West Eilers Ln. is designated as a minor collector. (Currently 30 mph, but way too short for such a speed limit).
- C. Lilac is designated a minor collector with a 25 mph speed limit. There are no stop signs the entire length of the street. This promotes its use as a short cut, Eilers & Lilac, bypassing the intended traffic flow and promoting speeding.
- D. Without the no left turn in place & a 30 mph speed limit, East Eilers functions as a minor collector inconsistent with the Street Master Plan. (See Exhibit D).
- E. The Street Master Plan was designed to create a traffic flow from residential streets to the larger collectors to the larger arterials.
- F. Woodlake Circle's future traffic access could involve restricted turning lanes & islands. (No left turn designations).

6. REBUTTAL TO PUBLIC WORKS DIRECTOR

- A. While 60% of the signatures on the Woodhaven Park Residents Petition reside there, 100% of the signatures on the Eilers Ln. Petition reside there.
- B. The past promises of more police enforcement have never happened.
- C. City transit services are not affected by longer travel times & increased fuel consumption. (See exhibit B).

7. STATEMENTS FOR WOODHAVEN PARK RESIDENTS

- A. Many people in many cities, including Lodi, must head in the opposite direction than their ultimate destination. (One way streets, no left turn, etc.) Because it's inconvenient doesn't mean it should be changed. They are there by design for safety & traffic flow.

 B. Most of the residents knew of the no left turn & traffic conditions before moving there. (Sign installed Sept.
- C. It is their choice of breaking a traffic law versus using Woodhaven to leave their neighborhood. The mileage from the center of Inglewood to the intersection of Turner & Lwr. Sac. is almost identical. Inglewood to Woodhaven to turner approximately 0.5 miles. Inglewood to Lilac to Eilers to Lwr. Sac. Approximately 0.42 miles.

1987).

- D. While we agree Woodhaven can be a challenge, there is no logic in changing street designs & making Eilers more dangerous because their path of departure isn't what they want. Woodhaven's problems need to be addressed by themselves.
- 8. SUMMARY: There are many more pressing traffic issues in this north west corner of town than our left turn sign. The City Council & Public Works need to address these issues as more homes are built on

Woodhaven & Woodbridge continues to grow. Our recommendations are as follows:

- A. Lower the speed limit on Eilers to 25 mph.
- B. Increase police presence & traffic enforcement.
- C. Enforce & add the no parking zones on Woodhaven to allow for increased visibility & safety.
- E. Work on the bottleneck area, Woodhaven just north of Turner. The race for the single lane merge ahead creates speeding & dangerous conditions for access to Woodhaven from both Eilers & Inglewood.

AND LEAVE OUR NO LEFT TURN SIGN IN PLACE!

Woodbifidge to get Dial-A-Ride

By MICHAEL DRUMMOND

News-Sentinel staff writer Lodi's Dial-A-Ride officially will be servicing two mobile home parks outside city limits as well as the unincorporated area of Woodbridge, the City Council confirmed Wednesday night.

In a move that required no vote. the council reached a transit County to provide transportation to along Eilers Lane.

the three outlying areas.

Under the agreement, City Cab Company's Dial-A-Ride will be providing transporation to Arbor Mobile Home Park, Freeway Mobile Home Park and Woodbridge between the hours of 7 a.m. and 7 p.m. Monday through Friday, excluding holidays.

The county has agreed to compensate Lodi \$4.41 for each ride to the outlying areas.

In other business, the council decided not to alter the intersection at Bilers Land and Lilac Street.

The Public Works Department had recommended the stop signs on Eilers Lane be removed and Lilac Street be changed to allow for left turns at the intersection.

Assistant City Engineer Richard

Prima told the council only two traffic accidents have occured at the intersection in the last three years.

Five area residents presented the council with a petition signed by 40 people demanding the intersection remain as is.

The five said they were concerned about traffic volume and speed agreement with San Joaquin and lack of police enforcement

> "The level of law enforcement has continually declined," said area

resident Ton Gau.

Lance Selvirk echoed Gau and said he has witnessed Lodi Unified School District buses making illegal turns onto Eilers from Lilac without being ticketed by observing police officers

Others said motorists on Eilers Lane were not observing the 35

mph speed limit?

Councilmember Jim Pinkerton responded simply when the question was called to vote on the mat-

"If it ain't broke, don't fix it," said

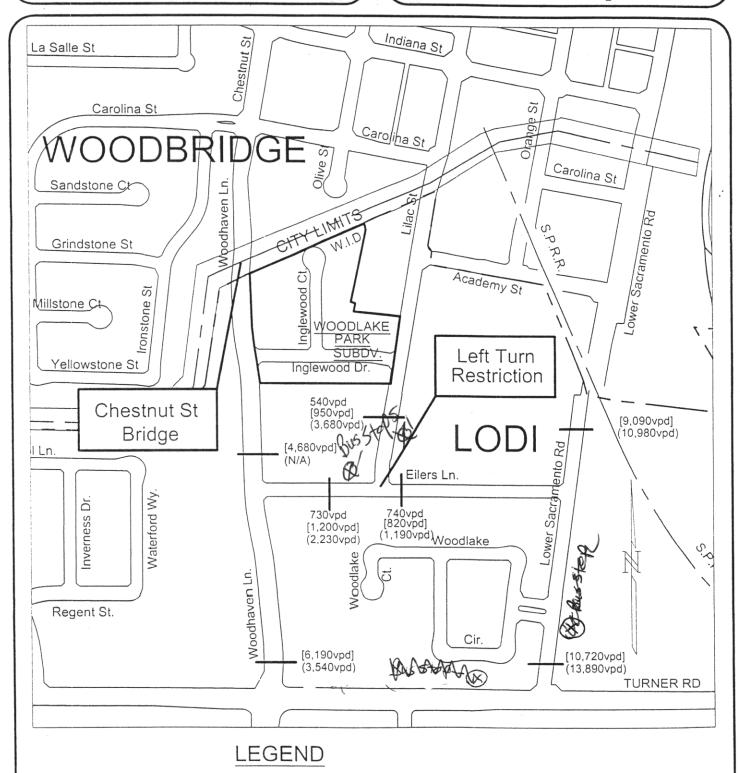
The council voted 5-0 to leave the intersection as is and requested increased police presence in the arrea.



Exhibit (B)

Eilers Lane at Lilac Street Traffic Volumes & Area Map

August 2, 2004



8,490vpd - July 2004 Count

[6,190vpd] - After Bridge Construction (3,450vpd) - Before Bridge Construction

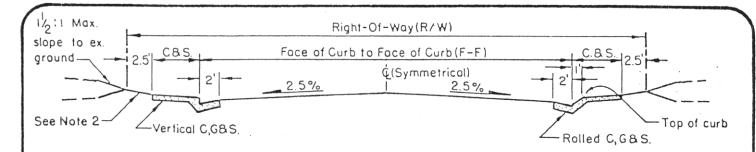
All counts in vehicles per day(vpd)



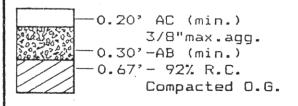
CITY OF LODI

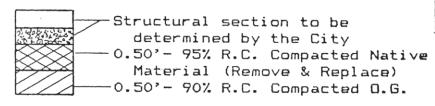
PUBLIC WORKS DEPARTMENT

Exhibit (C)
STREET SECTIONS



TYPICAL SECTION





 \mathbf{B}

STRUCTURAL SECTION

STREET	R/W	F-F	Ç&S	Struct Sectio	
Minor Residential	50'	34'	5.5'	A	0.02 AC
Standard Residential	55'	39'	5.5'	. A	
Minor Collector	607	44 *	5.5'	В	1000
Major Collector	64'	48'	5.5'	В	1
Industrial (Local)	60'	46*	4.57	В	Gutter
Arterial	80'	64'	5.5'	В	PAVING DETAIL AT TOE

SECTION DIMENSIONS

NOTES

- 1. See Std Plans 135 and 136 for Vertical and Rolled C,6 & S respectively.
- 2. The area between the R/W and back of sidewalk shall be graded to 0.02' per ft and properly compacted to prevent settlement. Where wider sidewalk is required (ie. commercial areas, around hydrants, poles etc) sidewalk specifications apply. Fences parallel to the R/W and other encroachments require an encroachment permit.
- See the City of Lodi Construction Specifications for structural section requirements.
- 4. See the City of Lodi Design Standards for general requirements.
- 5. Widening at intersections to provide extra turning lanes may be required.

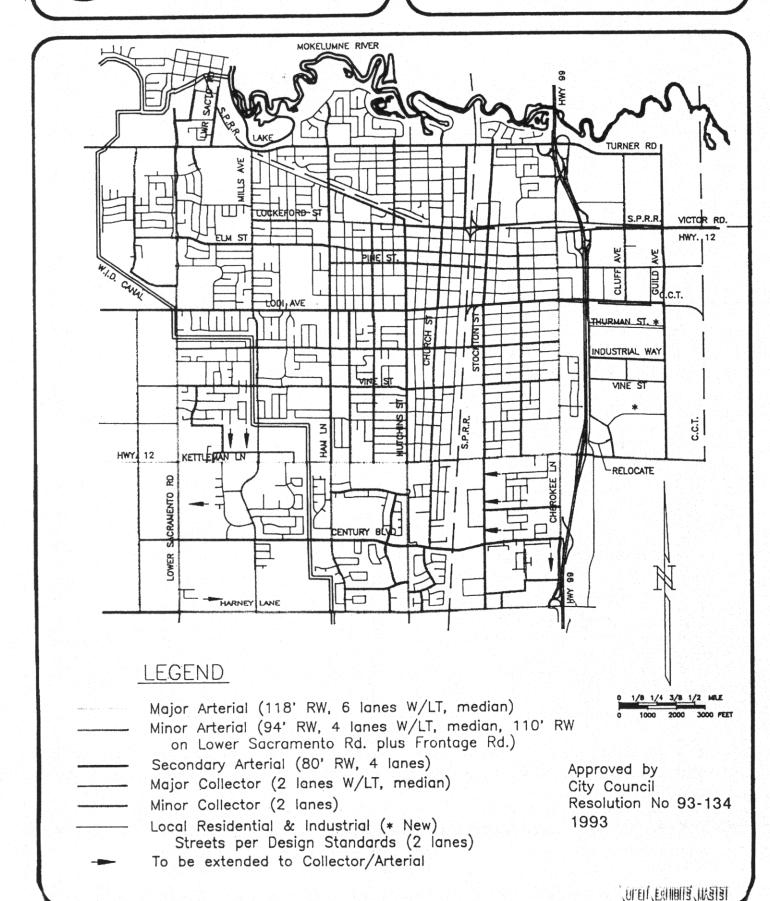
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CITY OF LOD!

PUBLIC WORKS DEPARTMENT

STREET MASTER PLAN





CITY OF LODI

PUBLIC WORKS DEPARTMENT

COUNCIL COMMUNICATION

T0:

City Council

FROM:

City Manager

MEETING DATE:

June 1, 1988

AGENDA TITLE:

Establish Woodhaven Lane as a Through Street and "No Parking"

Zones on Woodhaven Lane North of Eilers Lane

RECOMMENDED ACTION:

° Establish "no parking" zones on Woodhaven Lane north of Eilers Lane.

Amend the Traffic Resolution to add Woodhaven Lane to Section 2B "Through Streets" and delete Woodhaven Lane (southbound at Eilers Lane) from Section 2C.2 "Two-Way and One-Way Stop Intersection".

BACKGROUND INFORMATION: San Joaquin County is proceeding with the construction of the extension of Chestnut Street in Woodbridge south to connect with Woodhaven Lane in Lodi. This project includes the construction of a bridge over the Woodbridge Irrigation District canal. In conjunction with this project, the City will need to make some changes on Woodhaven Lane north of Eilers Lane. We are recommending that the following changes be approved at this time so San Joaquin County can complete their design and they can be installed upon completion of the roadway and bridge in early 1989. These changes are shown in Exhibit A.

- No Parking on Woodhaven Lane North of Eilers Lane Due to the narrow width and moderately high traffic volumes, no parking has been previously established on Woodhaven Lane for 150 feet south of Eilers Lane. The portion north of Eilers is the same width but was not included earlier since it is a dead-end street. With the street extension, the parking will need to be removed. Upon future development on the west side, the roadway will be widened. If no turn lanes are needed, there will be sufficient width to allow parking.
- Establish Woodhaven Lane as a Through Street The Woodbridge circulation plan calls for Woodhaven Lane to be an arterial street thus it is appropriate to make it a "through" street as well. Any future side streets would then automatically be controlled with a stop sign.

After the roadway is completed and traffic patterns have been established, staff will perform a new speed survey on Woodhaven Lane in conjunction with the County and review the no-left turn controls at the Eilers/Lilac intersection.

Jack L. Ronsko Public Works Director cc: Street Superintendent San Joaquin County Pub

San Joaquin County Public Works Manager, Woodlake Apartments

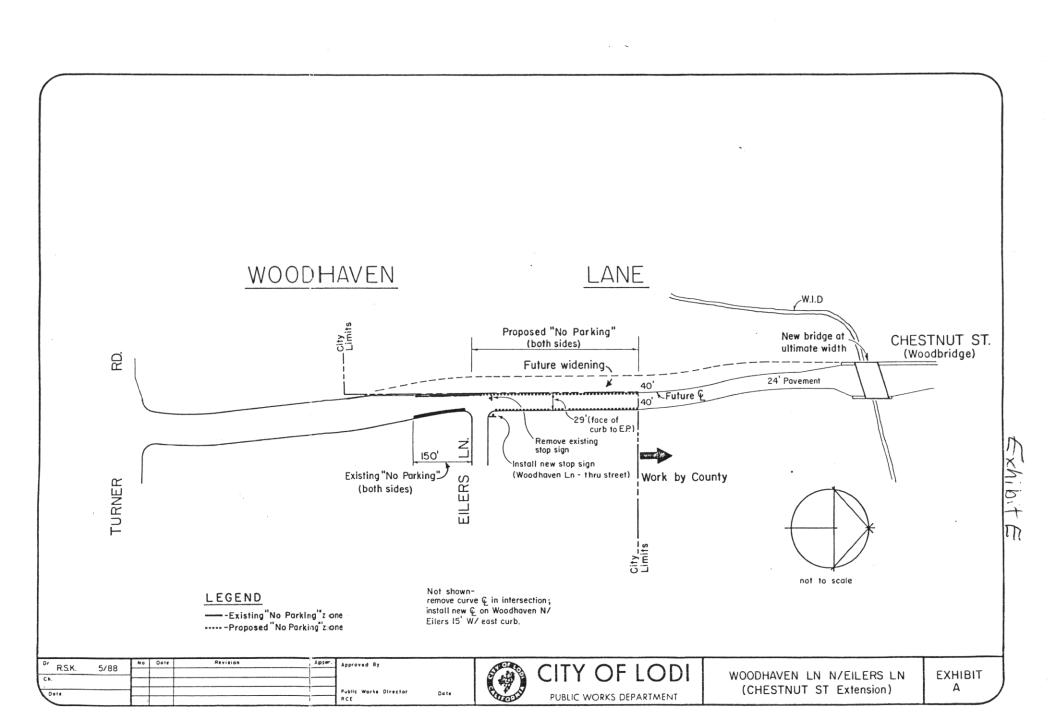
Carey Development

Attachment

bcc: Tom Gau

APPROVED:

FILE NO.



EXHIBITE

WOODHAVEN LANE
ESTABLISHED AS A
THROUGH STREET
"NO PARKING" ZONES
ESTABLISHED ON
WOODHAVEN LANE
NORTH OF EILERS LANE

RES. NO. 88-71

CC-45(a) CC-48(a) CC-48(e) The City Council was advised that San Joaquin County is proceeding with the construction of the extension of Chestnut Street in Woodbridge south to connect with Woodhaven Lane in Lodi. This project includes the construction of a bridge over the Woodbridge Irrigation District canal. In conjunction with this project, the City will need to make some changes on Woodhaven Lane north of Eilers Lane. Staff recommended that the following changes be approved at this time so San Joaquin County can complete their design and they can be installed upon completion of the roadway and bridge in early 1989. An exhibit was presented depicting the subject changes.

No Parking on Woodhaven Lane North of Eilers Lane - Due to the narrow width and moderately high traffic volumes, no parking has been previously established on Woodhaven Lane for 150 feet south of Eilers Lane. The portion north of Eilers is the same width but was not included earlier since it is a dead-end street. With the street extension, the parking will need to be removed. Upon future development on the west side, the roadway will be widened. If no turn lanes are needed, there will be sufficient width to allow parking.

Establish Woodhaven Lane as a Through Street - The Woodbridge circulation plan calls for Woodhaven Lane to be an arterial street thus it is appropriate to make it a "through" street as well. Any future side streets would then automatically be controlled with a stop sign.

After the roadway is completed and traffic patterns have been established, staff will perform a new speed survey on Woodhaven Lane in conjunction with the County and review the no-left turn controls at the Eilers/Lilac intersection.

Following discussion, on motion of Mayor Pro Tempore Snider, Olson second, the City Council adopted Resolution No. 88-71 -

Establishing "no parking" zones on Woodhaven Lane north of Eilers Lane.

Amending the Traffic Resolution to add Woodhaven Lane to Section 2B "Through Streets" and delete Woodhaven Lane (southbound at Eilers Lane) from Section 2C.2 "Two-Way and One-Way Stop Intersection".

NO ACTION TAKEN BY CITY COUNCIL ON AGENDA ITEM K-1 - ADOPT RESOLUTION ESTABLISHING ROUTE FOR 230 KV ELECTRIC INTERCONNECTION BETWEEN THE WESTERN AREA POWER ADMINISTRATION AND THE CITY OF LODI

CC-51(e)

Mayor Pinkerton announced that no action would be taken by the City Council in the matter of establishing the route for the 230 KV Electric Interconnection between the Western Continued March 17, 1993

Ayes:

Council Members - Davenport, Mann, Sieglock and

Pennino (Mayor)

Noes:

Council Members - None

Absent:

Council Members - Snider

REPORT

PLANNING COMMISSION City Manager Peterson presented the following Planning Commission Report of the Planning Commission Meeting of

March 8, 1993.

CC-35

The Planning Commission -

a.

Recommended conditional approval of the request of Steven Pechin, Baumbach and Piazza, Inc. on behalf of Bennett and Compton to rezone 1235, 1237, 1259 and 1321 North Lilac Street from R-GA, Garden Apartment Residential to P-D(31) Planned Development District No. 31 to accommodate Woodhaven Park a proposed 8.55 acre subdivision containing 28 half-plex lots, 1 triplex lot, 1 four-plex lot and a parcel for future development.

b.

X

Recommended certification of the filing of a Negative Declaration by the Community Development Director as adequate environmental documentation on the request of Steven Pechin, Baumbach and Piazza, Inc. on behalf of Bennett and Compton to rezone 1235, 1237, 1259 and 1321 North Lilac Street from R-GA, Garden Apartment Residential to P-D(31), Planned Development District No. 31.

The City Council, on motion of Mayor Pennino, Sieglock second, unanimously set the two items above for public hearing on April 21, 1993.

C.

Recommended that the City Council take steps to make the "No Left Turn" installation at Lilac Street and Eilers Lane similar to the Fairmont Avenue-Kettleman Lane installation.

The City Council, on motion of Mayor Pennino, Mann second, unanimously referred the above matter to staff.

ITEMS OF INTEREST

The Planning Commission also -

d.

Conditionally approved the request of Steven Pechin, Baumbach and Piazza, Inc. on behalf of Bennett and Compton for the approval of the Tentative Subdivision Map of Woodhaven Park, a proposed 8.55 acre subdivision containing 28 half-plex lots, 1 triplex lot, 1 four-plex lot and a parcel for future development at 1235, 1237, 1259 and 1321 North Lilac Street.

Name(Print) Jose O. Gutterrez
Address 2300 Eilers Lane
Phone Number 367-3874
Signature (1990 O - NT retience)
Name(Print) Oliva Qutierres
Address 2300 EILEVS Lane
Phone Number 367-3874
Signature Oliva Intienes
Name(Print) LAKCE SELKIKK
Address 2322 Eilers LN
Phone Number 368-619-6
Signature (
Name(Print) Jule Carloni
Address 2329 Eilers Ln.
Phone Number 368-363
Signature Gulu Carloni
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Address 2329 Eilers Lu
Phone Number 368 - 3631
Signature Pat / Im
Name(Print) MILE HACEN
Address 7365 Ellers LANE
Phone Number 209 - 333 27 43
Signature Mule Abgen
Name(Print) Luhn NISSEN
Address 2359 Eilers lane
Phone Number 209 369-6386
Signature
Name(Print) STEVEIX NIUSSEIX
Address 2359 EILORS LANE
Phone Number 1209, 369 6382
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Name(Print) Lengus (Mile
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Name(Print) Steve Chase
Address 2366 Eilers Ln.
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Name(Print) Ted King
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Phone Number 333-1468
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Name(Print) Ruth Davis
Address 2342 Eilers Ln.
Phone Number 3331458
Signature Kuth Daves
Name(Print) James M. Reed
Address 2330 Filers LN
Phone Number 334-2144
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Name(Print) DONNA THOMAS
Address 2324 EILERS
Phone Number 333-7064
Signature Amora & Thomas
Name (Print) Bulan Thomas
Address 2324 EILERS LN
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Name(Print) ROBERT FIRCHOLD
Address 2347 EICERS LN
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Signature Kolorif Hischolo
Name(Print) FONNIE TIRCHOW
Address 2347 FILERS LN
Phone Number 334-0749
Signature Bonnie Finchow
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Name(Print) PAT WEATHERS
Address 2341 Follers Ln.
Phone Number 369-5772
Signature Andrew
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Name(Print) Cathy Weathers
Address 2341 Eilers Lane
Phone Number 369-5772
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Name(Print) Ouida Rold
Address 2330 Eilers LANC
Phone Number 3342144
Signature Oueta Alla

Name(Print) JOHN SWAIM
Address 2318 Filens LN
Phone Number 367-5434
Signature Signature
Name(Print) ROSE Swarm
Address 2218 Ellers Ln
Phone Number
Signature RESIDENT
Name(Print) Doy Miller Address 2312 Eclers LN
Phone Number 3337879 Signature Down O Man
Signature Sa AC Water
Name(Print) BILLY J RENDRICK
Address 2306 EILERS LN
Phone Number 369-9192
Signature Billy & Henolyston
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Signature Charlette a Selker
Name(Print) Steve Hennecke
Address 2360 Eiler's
Phone Number 2, 367-0339
Signature Ata Mande

Name(Print) Thomas M. Gau
Address 2336 Eilers Lane
Phone Number 209368 9096
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Name(Print) Kathleen A. Gau
Address 2336 Eilers Lane
Phone Number 209 - 368 - 9096
Signature Mathleen a. Sau
Signature / Justine de square
Name(Print) Teresa Hagen
Address 2365 Eilers/La
Phone Number 333-2743
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Name Opins To Accord REED
Name(Print) JO-ANN KEED
Address 2312 EILERS LAVE
Phone Number 367- 4038
Signature Jo- Mrn Beed
Name(Print) Kely moling
Address 2372 LELLEN Fr
Phone Number 3(29 - 5109
Signature Kelle Moline.
Name(Print) Chris Molina
Address 7372 Filers IN
Phone Number (1259) 369-5009
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Address 23100 Euler Lane
Phone Number 367-0339
Signature Jour Hennecke
Name(Print)
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Phone Number
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Name(Print) Jacob Swain
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Phone Number 209 367 5436 - 518 4373
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